

are double to ship from the continental United States to a domestic port in Puerto Rico as compared to foreign ports in the Dominican Republic and Jamaica: there is international competition on the latter routes, none on the domestic route and the shipping companies take full advantage of that lack of competition.

The three bills I introduce today say: enough is enough. If the continental U.S., wants to continue the Jones Act as to shipping between their locations, that's their business. But don't penalize us island and other non-contiguous locations by throwing us to the monopoly wolves you've created.

The first bill, the Noncontiguous Shipping Relief Act, exempts all noncontiguous U.S. locations, including Hawaii, from the Jones Act. The second, the Noncontiguous Shipping Reasonable Rate Act, benchmarks the definition of a "reasonable rate" that Jones Act shipping can charge to within ten percent of analogous international shipping rates. And the third, the Noncontiguous Shipping Competition Act, prevents monopolies or duopolies in noncontiguous Jones Act shipping. Essentially, the bills are intended to lay out options for providing relief for our U.S. noncontiguous areas. We can resolve the issue in many ways, but we must change the status quo which has had such a deep, broad and negative impact on my state and the other jurisdictions beholden to the Jones Act.

The Noncontiguous Shipping Relief Act would allow the noncontiguous jurisdictions to be serviced by non-Jones Act vessels and increase, or in some cases create any, competition in these critical shipping lanes. Again, this is a small portion of the total national Jones Act shipping where it is particularly destructive in application.

Let me address directly the argument offered up by the domestic shippers in defense of the Jones Act: that it contains important labor and environmental protections that would be lost upon repeal. My bill would retain these important protections. Specifically, it provides that all foreign shippers operating under the bill's Jones Act exemptions must comply with the same labor, environmental, tax, documentation, U.S. locus and other laws as are applicable to non-U.S. flag ships and shippers transiting U.S. waters today.

The Noncontiguous Shipping Reasonable Rate Act would define a "reasonable rate" for the noncontiguous domestic ocean trade as no more than ten percent above the rate set by a comparable international rate recognized by the Federal Maritime Commission. Currently, the Surface Transportation Board technically has the authority to adjudicate and set precedent on what a "reasonable rate" is for Jones Act shipping, but it has almost never been used and never to a clear conclusion on what is a reasonable rate. My bill would define

reasonable to remove uncertainty. Current Jones Act shipping rates vary widely and there is no central compilation of these rates. The ten percent benchmark would allow for variance but also ensure that Americans in our noncontiguous areas are not forced to pay exorbitant rates way above shipping rates which would otherwise be provided through international competition were the Jones Act not applicable.

The Noncontiguous Shipping Competition Act would exempt shipping routes to non-contiguous jurisdictions from the Jones Act requirements if a monopoly or duopoly exists on those routes. The Jones Act has resulted in the blossoming of monopolies and duopolies in our noncontiguous jurisdictions. To ensure that these communities, which are the most reliant in the country on shipping to receive necessities, are not held hostage to these dominant companies, my bill would give Jones Act exemptions to routes that are not serviced by at least three companies with separate ownership. In short, if a domestic route is in fact in a competitive environment, the Jones Act is less of a problem, but if there is no competition, then the route should be opened up to international competition by rescinding the Jones Act.

Madam Speaker, these long-overdue bills are of the utmost importance to the localities which have long borne the unfair brunt of the Jones Act. It is often difficult to pierce the veil of longstanding custom and understanding to see the real negative impacts of a law and what should instead be. It is even more difficult to change a law which provides a federally-created and endorsed monopoly under which no competition exists to hold down prices. Yet clearly the time for these measures is overdue. I urge their passage.

HONORING THE UNITED STATES CAPITOL POLICE

HON. J. FRENCH HILL

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2021

Mr. HILL. Madam Speaker, as we recover from the January 6th attack on the U.S. Capitol, I am humbled and honored to recognize, along with my friend and colleague, Congressman PERLMUTTER, our deep admiration and gratitude for the heroic actions of the men and women of the United States Capitol Police and to remember the two officers lost, Officer Sicknick and Officer Liebengood.

H. Res. 39 will ensure that the legacies of Officer Sicknick and Officer Liebengood will never be forgotten.

I extend my sincere condolences to the families of Officer Sicknick and Officer Liebengood

and am proud to recognize the selfless dedication and service that the men and women of the United States Capitol Police alongside all other involved federal, state, and local law enforcement agencies displayed on that day as they do every day.

H. Res. 39—Honoring the bravery and self-sacrifice by officers of the United States Capitol Police and other Federal, State, and local law enforcement agencies during the January 6, 2021 attack on the United States Capitol.

Whereas on Wednesday, January 6, 2021, during a joint session of Congress, an attack occurred on the United States Capitol, gravely threatening the physical wellbeing of the Vice President, members of the House of Representatives and the Senate along with hundreds of civilians located within and on the grounds of the Capitol Complex and the security of the Capitol Complex itself;

Whereas United States Capitol Police officers and other law enforcement officers directly engaged the attackers, who were armed with explosives, metal pipes, chemical irritants, and other weapons;

Whereas Officer Brian D. Sicknick of the United States Capitol Police sustained fatal injuries while engaging with the attackers and defending the United States Capitol;

Whereas Officer Howard Liebengood of the United States Capitol Police died while off-duty after the attacks on the United States Capitol;

Whereas more than 50 United States Capitol Police officers and Metropolitan Police Department of the District of Columbia officers sustained injuries during the attack on the United States Capitol; and

Whereas no members of the House of Representatives or the Senate were injured during the attack due to the swift and courageous actions taken by members of the United States Capitol Police, the Metropolitan Police Department of the District of Columbia, and other Federal, State, and local law enforcement agencies: Now, therefore, be it

Resolved, That the House of Representatives—

(1) commends the examples of bravery and service-above-self demonstrated by officers of the United States Capitol Police, the Metropolitan Police Department of the District of Columbia, and the multiple Federal, State, and local law enforcement agencies and protective entities that joined alongside of them during the January 6, 2021 attack on the United States Capitol; and

(2) honors the example of service and devotion to duty displayed by Officer Brian D. Sicknick and Officer Howard Liebengood of the United States Capitol Police.